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[31]

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Only communications relating to the new columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD (L),
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3rd April, 1903.

The letter published in Wednesday's issue from Mr. HENRY HUMPHREYS calls fresh and forcible attention to a state of things in the Colony that cannot by any person be regarded as either satisfactory or reassuring. Mr. HUMPHREYS describes in a few terse sentences how he has been victimised since his return to the Colony only six weeks ago, and we fear that his experience is not unique. There may be, probably there is, a wave of crime passing over the Colony, due in large measure to the famine in Kwangsi and the hard times in Kwangtung, leading to a great increase in and migration of the predatory class from the mainland to the Colony. Unfortunately the Cantonese criminals know too well the comparatively mild laws of the Colony, which rightly forbid the use of torture, but unwisely, perhaps, limit the use of the rod. The argumentum baculinum is thoroughly understood by the Chinese desperado; he respects it when properly and impartially administered and keeps at a distance when assured that retribution will overtake wrong-doing. But he does not fear the law so much when it is tender to his hide, feeds him fairly, and provides good and gratuitous sleeping accommodation. There are, moreover, ways in which justice may be dodged in Hongkong, such as a breakdown in the evidence, the establishment of an alibi, or the occasional intimidation of witnesses. The Colony also affords a pleasant hunting ground to the Chinese criminal, whose worst risk is a period of hard labour in a comfortable gaol, where his food and lodging are at any rate assured.

If, however, the conditions are such as to invite visits from marauders from the Two Kwang provinces, is it not the more necessary that the Police of the Colony

should be exceptionally alert and exceptionally efficient? Such at any rate seems the obvious conclusion that would be come to by any unprejudiced outsider. That the Police Force of Hongkong is neither sufficiently active nor sufficiently versed in detective work is all too plainly apparent from the numbers of undetected crimes and the constant failures to recover stolen property. We need not go further than the Report of the Captain Superintendent of Police for the year 1902, published in the last issue of the Government Gazette, for evidence on this point. According to this return the value of property reported stolen during the year was \$248,469.04, while the value of property recovered by the Police and restored to owners was only \$10,383.22, about a twenty-fourth part of the whole! It is true that the sum included \$50,000 reported stolen from the steamship *Zafiro*, which may have occurred out of the Colony, but even allowing for that the amount of stolen property recovered was absolutely trivial. The same report states that thirty-four gang robberies were committed in 1902, and that in twenty-four cases no arrest was made, and similarly out of eighteen cases of street and highway robbery in only six instances were arrests made. Fourteen cases of robberies on boats and junks were made during the year, and in connection with nine of these 28 persons were arrested, while in five cases no arrests were made. From this it would appear that the Water Police were more vigilant than the land force. However that may be, it is only too evident that there is something sadly wanting in our Police administration, and more especially in the detective department. Burglaries are obviously on the increase, and the utter failure of the Police to get on the track of the perpetrators is not only alarming and disquieting to peaceful citizens, but it affords such encouragement to the thieves that crime is likely to develop into a most serious epidemic. It is many years since such a wave of crime passed over the Colony.

On the last occasion when a tidal wave of crime visited Hongkong, about 1878, during the administration of Sir JOHN POPE HENNESSY, armed raids were perpetrated in such public localities as Wing-lok Street, Seymour Terrace, and the docks at Hung-ham. The influx of bad characters was due partly to the reduction of fares on the river steamboats to ten cents during a strenuous competition, and partly to the fame of the "Merciful Man's" administration. Under his rule flogging had been practically abolished as a punishment, the régime of the Gaol made less severe, the Light and Pass Ordinance suspended, and the Chinese generally given to understand that all precautions adopted for the control of an alien and disorderly population, then continually migrating, were abolished as odious race distinctions at the instance of His Excellency the Governor. The better class of Chinese for the most part looked askance on these innovations of the peppery little autocrat, doubting the wisdom of concessions that so clearly lent encouragement to evil-doers, though they accepted, without much effusion, the concessions which with considerable theatrical effect were tendered them by the Head of the Executive. The Police, however, were then put on their mettle, owing to the outcry that followed the raids and robberies that had astonished and alarmed the community. At that time the Force possessed some good detectives, amongst others the ubiquitous QUINCY, who usually managed to get on the trail of the criminals. There is now, unfortunately, no QUINCY in the Police Force, and it is to be feared that the Detective Department is very weak. If we might be permitted to judge by results we should unhesitatingly assert that it is extremely weak. The question is: What is to be done? Is the present state of things to continue, or are the detective officers to receive proper encouragement and assistance in playing their part in the repression of crime. Or are the detectives incompetent or unreliable? Chinese detectives have to be used, and by the very nature of their occupation enormous power and great opportunities for making money are closely and indefinitely watched. The question arises: Is our Detective Force properly manned, properly organised, and efficiently worked? On this subject we may have more to say later on.

Another attempt at burglary was made on the 1st inst. p.m. at the residence of Mr. H. Humphreys.

Gun practice will be carried out on Wednesday, 8th inst., at Iyee-mun, from 8 o'clock onwards, at targets in a south-easterly direction. Practice will commence at about 10 a.m.

We learn that a petition largely signed by Chinese in the Colony has been handed to His Excellency the Governor, to be forwarded to the Secretary of State for the Colonies, praying that His Excellency (Sir Henry Blake) may be continued in the Governorship of Hongkong for another term of five years.

The hired transport *Alvora*, from London, was expected at Ceylon on the 24th ult. with drafts for Ceylon and the various garrisons in the East.

The Chinese quartermaster of the dredger *Canton River* was drowned off the vessel as she lay in the roads at Shaikwan yesterday morning.

It was expected that Cambridge will have no difficulty in winning the Varsity boat-race. The Oxonian crew made a very disappointing debut at Putney on the 17th ult.

The 21st annual prize meeting of the Hongkong Rifle Association will be held at Kowloon on Friday, Saturday and Monday, the 10th, 11th and 13th inst. The programme will be found in another column.

The Yokohama Chamber of Commerce has decided to alter its name to that of "The Yokohama Foreign Board of Trade." It has also been resolved to appoint an Arbitration Court to settle any disputes arising between foreign firms.

Sir Thomas Lipton's challenger, *Shamrock III*, was launched on the Clyde on the 17th ult. She is a striking departure from her predecessors in that she is a reversion to the old British cutter type. The American defender is named *Reliance*.

The Hon. Treasurer of the Alice Memorial and Nethersea Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Patients \$8
J. H. Rapis 5

Six cases of plague reported yesterday bring the total for the year to 184. Two of yesterday's cases were "dumped"—one in Des Voeux Road, the other in Connaught Road. The other cases came from Hollywood Road, Cochrane Street, and Wing Lok Street E.

A Laffan telegram from Calcutta says the departure made by Lord Kitchener from his reputation for indifference towards social gaiety has caused much excitement in Calcutta. The new Commander-in-Chief has taken to entertaining largely, and displays dazzling services of plate at his dinners, which are the talk of the town. It is, moreover, remarked that he is by no means shy of the society of ladies.

The Commissioner of Emigration in London received last month a cablegram from the Premier of Ontario stating that the Provincial Government has made arrangements for placing 10,000 farm labourers in good homes in that province, and that the demand for this class of labour is so urgent that he trusts the Canadian officials in Great Britain will make this fact known in all prospective emigrating circles.

The *China Gazette* remarks that something has evidently gone seriously wrong with the Shanghai Tramway scheme, as the ten days in which the promised reply was expected from the Concessionaires in London have more than elapsed and nothing has been heard from them about the signing of the definitive agreement. Meanwhile time is flying and Shanghai seems as far from having the tramway as ever.

By permission of Major Radloff and officers of the band of the 33rd Burma Infantry will play the following programme during dinner, at the King Edward Hotel to-night:—

March ... "Le Période" ... Long
Overture ... "The Bohemian Girl" ... Baile
Selection ... "The Terrors of the Guard" ... Sullivan
Gavotte ... "Imperial" ... Fanst
Selection ... "The Belle of New York" ... Kerker
Valse ... "Rêve du Bal" ... Ellenberg
Galop ... "Rotten Row" ... Kêler Béla
Extra
"God Save the King."

The European who, according to the Sanitary Board returns published in our issue of yesterday, died of plague on the steamer *Hyades*, which was then lying in Kowloon Docks, was James Goodwin, the chief steward, whose body, bearing a frightful gash on the forehead and showing other marks of a fall from a great height, was on Wednesday morning found floating in three feet of water in the bottom of the dock occupied by the *Hyades*. The steamer has since been placed in quarantine.

The death is telegraphically reported of Dean Farrar of Canterbury, formerly Archbishop of Westminster. As is well known, Dr. Farrar was a prolific writer, principally on theological subjects, though some of his earliest books were works of fiction. Perhaps his best known work is his *Life of Christ* which reached its twelfth edition in a single year and has since been translated in many languages. Dr. Farrar had a very high reputation as a preacher and never failed to draw very large congregations when preaching in Westminster Abbey.

A curious piece of legislation is now before the Indian Legislative Council. It is an Act promoted by those concerned in the tea industry to impose an export duty in order to form a fund for pushing Indian teas in foreign markets. A measure of the same sort has been for some time in force in Ceylon with the best results. Such an enterprise is usually left to voluntary combination, but the spathy or selfishness of Indian tea-planters has neutralised the attempt, though as a body they assent to compulsory self-taxation for the same purpose. The tax only amounts to one penny on every 48 lbs. of tea exported. This microscopic duty is calculated to fall on the producer. The fund will be administered by a representative committee of those interested and the accounts will be subject to an official audit. America is regarded as a particularly hopeful field. At present only 18 per cent. of India tea goes to foreign countries. The operation of the new law is limited in the first instance to five years.

TELEGRAMS.

REUTERS SERVICE.

THE KING AND QUEEN TO VISIT IRELAND.

London, 31st March.

It is officially announced that the King and Queen will visit Ireland in July or August.

FUNERAL OF THE LATE GENERAL SIR HECTOR MACDONALD.

London, 31st March.

A determined attempt was made to convene a great Scottish gathering at the late General Sir Hector MacDonald's funeral but the rapidity of the arrangements prevented it maturing; one hundred and thirty representatives from societies of clans were present at the grave; the service was exceedingly simple.

THE CHARGES AGAINST THE LATE GENERAL.

London, 31st March.

Major F. C. Raeburn has given notice of a question to Mr. St. John Brodrick, the Secretary of State for War, asking why publicity was given to Col. Sir Joseph Ridge-way's statement in the Legislative Council of Colombo regarding the very serious charges made against the late General Sir Hector MacDonald.

THE MARCONI SYSTEM.

London, 31st March.

The Marconigrams to the *Times* from New York initiate an experiment in which Marconi, the *Times*, and the Post Office participate, for the purpose of testing the commercial practical value of the system.

OBITUARY.

London, 31st March.

The death is announced of Admiral Cour-jolles, the French Commander at the time of the Boxer rising in China.

THE KING'S VISIT TO PORTUGAL.

London, 31st March.

The King sails for Lisbon to-day. The Queen has gone to Copenhagen.

THE WESTERN SOUDAN EXPEDITION.

THE CAPTURE OF SOKOTO.

London, 31st March.

The British occupied Sokoto on the 14th inst. after a feeble resistance; the Amir and the Prime Minister fled. Sir F. Lugard reached Sokoto on the 19th inst.

With the capture of Sokoto, a powerful empire, founded a century ago, has fallen, and British authority established over half a million square miles with a population of twenty millions.

[These figures differ from those in the gazetteers. The *Times* gazetteer, for instance, says the area of the empire of Sokoto is estimated at a quarter of a million square miles and the population at ten millions. The town of Sokoto, the former capital of the Empire, has a population of 20,000. Kano, the great trading centre of the Empire, which was successfully occupied about six weeks ago, is a much larger town than Sokoto. The empire belonged to the British sphere of influence, and it may be mentioned in this connection that an Anglo-French Commission has been at work for some time delimiting the frontier round Sokoto and Lake Chad. The *Times* summarising and commenting on the official correspondence relating to Kano says:—Statements of all sorts as to what goes on in States like Kano and Sokoto are, as Sir Frederick Lugard more than once remarks, very difficult to trust, but the native evidence, such as it was, strongly tended to show that, if we did not promptly attack Kano, Kano would attack us, and this evidence was confirmed by the observations of Captain Abadie, the able and experienced officer acting as our Resident at Zaria. Captain Abadie reported that the King of Zaria was sending out "gunmen" in all directions, at the instigation of the King of Kano, to catch slaves and to enforce extortionate demands from the people. Though these acts were done in direct defiance of the Resident, and even led to encounters with our patrols, the King gave out, with an astuteness resembling that of the Chinese Mandarin, that they were committed by order of the white man. The removal of the King of Zaria, who was hated by his subjects, calmed that district to some extent, but the reports from Kano continued to be alarming. The trading section of that great commercial community, it is interesting to learn, were in favour of peace, but the King, it was generally reported, had decided to fight, and it was even said that at the end of October he was on the march to attack our garrison at Zaria, when he turned

back again on hearing of the death of the King of Sokoto. His attitude has been persistently hostile to us. But in spite of his hostility we should have been glad to defer a settlement with him, had it not been for other factors in the situation. Even as it is we have been obliged to postpone the definition of our frontier with Kano because the country has been too much disturbed for the Commissioners to travel through it. We could not allow the Commission to start while the King of Kano was meditating war against us, and treating with conspicuous honour the murderer of Captain Moloney, our late Resident at Nassarawa. The effect of inaction upon our part on the native chiefs of the rest of the protectorate had also to be considered. We govern them through our prestige—as the remarkable despatch describing the visit of the Emir of Nupe to the High Commissioner shows—and our prestige would have been seriously endangered had we delayed to strike, when the whole population believed we had prepared for war. The result of the expedition so far fully bears out the wisdom of the course advised by Sir Frederick Lugard and accepted by the Government. The traders who tried to dissuade the King from fighting us welcomed our troops, and the people treated them as deliverers, as Sir Frederick Lugard had foretold. Our occupation of Kano will benefit trade by establishing security and by freeing from swarms of robbers, and marauders one of the historic caravan routes of West Africa, while it will deliver the people of all classes from the horrors of slave raids made to supply the tribute formerly raised by that means.]

CORRESPONDENCE.

"PHILANTHROPY UNLIMITED"

TO THE EDITOR OF "THE DAILY PRESS"

Hongkong, 2nd April.

SIR.—Arithmetic is a good thing sometimes but an accomplishment in which "Generous" is somewhat lacking. There are a large number of two-story Chinese houses at Kowloon the rental of which falls short of \$16 per month, and none, alas! that can be built for \$2,000. \$16 a month return on "a house worth \$2,000" is a "generous" estimate indeed and one that makes the landlord supremely happy—when he gets it. It is not "philanthropy" that makes Chinese houses give a poor return, but Health Ordinances and Sanitary Boards, combined possibly with a tendency on the part of builders to anticipate rather than supply the demand. Chinese houses at the moment are a bit "overdone."—Yours, etc.

HOUSEOWNER.

ROBBERIES IN THE COLONY.

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 2nd April.

SIR.—The Colony just now is full of beggars and thieves. There can be no doubt that this state of affairs is largely due to His Excellency the Governor's pro-Chinese sentiments. Without the moral support afforded in the shape of extreme leniency to offenders, thieves and beggars would soon revert to their normal proportions. Incidentally it may be mentioned that those who have not yet turned beggars and thieves are more insolent than ever.—Yours truly,

FAN KWEL

THE "BINH THUAN" AND THE "FAME"

Messrs. Kinghorn and Macdonald inform us that they have received the following telegraphic news from Mr. J. Watt Jameson, Saigon, re the steamer *Bin Thuan* which was stranded off Cape Yarella:—
The stranded steamer *Bin Thuan* arrived at Saigon this morning (1st April) and will go into the Government Dock here at an early date for survey. The steamer *Fame* was stranded last time and will proceed to Hongkong as soon as possible.

A FIGHT WITH LADEONES.

On March 27th while two companies of Philippine Scouts were travelling between San Francisco del Monte and Mariguán, they encountered a large force of ladrones numbering at least 170 guns. A sharp battle ensued and there were many casualties. Lieutenant Leos of the Scouts was shot through the leg; one sergeant and one corporal were killed outright and about ten other scouts wounded. The number killed and wounded on the ladrones side had not been ascertained when the mail left, but the meagre report says it is very large. The commander of the enemy was killed. He was gaily decorated with a red sash, and it is believed that he was "General" San Miguel.

"UNIVERSAL FREE TRADE"

Mr. Nathaniel Dunlop, chief of the Allan Line, speaking at the Glasgow Shipowners' Association annual meeting, said the time was coming when Britain should declare her sea-borne trade to be an Empire trade, in which only those vessels of other nations should share who threw open to British ships their reserve trade. That would bring about universal Free Trade. Canada had set an example. British maritime supremacy was endangered by the rise of the great American railways to do their own carrying trade on land and sea. Such action would transfer the North Atlantic trade from private shipowners to American railroads, and would in time extend to the trade routes of the Far East. He denounced American shipping receiving all advantages of British shipping while the States kept the whole of her vast reserve to herself.

POLICE COURT.

Thursday, 2nd April.

BEFORE MR. J. A. HARRIS (Police Magistrate).

TERMINUS CHARGE AGAINST A CHINESE COMMERCE.

C. C. 389 Fong Kiu was remanded till the 8th inst. on a charge of assisting the death of a Chinaman in the New Territory on the 28th ult. The facts of the case, so far as they have been made public, go to show that on the date mentioned, about seven o'clock in the morning, a disturbance arose in Tong Toi Po village, in the An Tan district of the New Territory. Information of the affair was brought to the police station at An Tan, and the European sergeant in charge there sent out several lunkongs to quell the trouble and to investigate its source. Some time later a Chinaman, the deceased, arrived at the station and reported that he had been assaulted by C.C. 389. After making his complaint he went away, and the constable against whom it was directed was sent to bring him back, in order that his story might be enquired into. The man was brought back, and in the station turned faint. A stimulant was administered, and he revived greatly—in fact, appeared to be all right again. Later on, however, he became suddenly weak, and died before the arrival of a native doctor from Tai-po who had been telephoned for. The lunkong was placed under arrest, and charged subsequently as stated. Two Chinamen who are alleged to have taken part in the row at Tong Toi Po village are also under remand till the 8th inst. on a charge of causing a breach of the public peace.

LEAVING WITHOUT NOTICE.

Mrs. Bernheim, a young Frenchwoman, charged Ah She, an amah at present employed at Mrs. Hubbard's boarding-house, 166, Queen's Road East, with leaving her employment without giving notice. The accusation was denied.

The complainant, whose evidence, given in French, was interpreted, said the defendant had been in her service for two years, at a monthly wage of \$12, and left on the 6th ult. without giving notice of her intention to quit. She had obtained eight days' leave to visit her mother, who was sick, she said, and never returned, although she was mindful enough to send a substitute.

Mrs. Barry, who called her Worship "your Lordship," said the defendant was now in her employment, and had served with her five years ago, before witness's departure for home. When she returned the defendant came and asked to be taken back again after she had worked out a month's notice with her then employer, Mrs. Bernheim. This was in the beginning of February, and on the 6th of the following month she was taken on by the witness, who gave her \$10 a month and her food. Despite the defendant's assertions that she gave a month's notice, her Worship found the charge proved and imposed a fine of \$10 or three weeks' hard labour. Mrs. Barry paid the fine.

ARMS.

Chu Mi Nam, commission agent, was charged with the possession of a Winchester carbine, a pistol, and powder and small shot for which he held no licence. He admitted the offence, and got off with the confiscation of the arms.

BEFORE MR. J. H. KEMP (Acting Police Magistrate).

ANOTHER THEFT AT QUARRY BAY.

Li Kwai, a coolie, was charged, on the complaint of J. Lockett, head watchman, with attempting to steal a mooring chain from Quarry Bay shipbuilding yard on the 1st inst.

The defendant and another Chinaman rowed up in a sampan and went ashore at the spot where the mooring chain was lying. They were carrying it between them to their boat when an Indian watchman saw what was going on and blew his whistle. The defendant's friend dropped the chain at once and ran for the boat, into which he scrambled and pulled off, leaving the defendant to make explanations. These satisfied nobody, and in the result he was sentenced to six weeks' hard labour.

THE RUSSIAN FLEET.

A RECENT INTERNATIONAL TELEGRAM FROM ADEN.

Reuters' agency was responsible for the following telegram on March 6th:—

"A Russian naval officer has been arrested for spying the British fortification at Aden, near the key of the defence, from which the concealed batteries are worked. Two British officers escorted the prisoner aboard the Russian warship, where he was released. The garrison is intensely irritated, as the Russian officers are being treated as distinguished visitors."

The Russian warship referred to was one of the vessels of the fleet on the way to the Far East, and on the arrival of the admiral on 2nd April, the *Times* of Ceylon, the first thing Mr. T. C. Toboekoff, the Russian Vice-Consul, did when he met Admiral Biscakberg was to point out the statement to him. The Admiral was astonished when he read the news, for he had not even heard of the incident. Inquiries were made, however, in the fleet, when all that was elicited was that the Russian officer referred to had not been arrested as a spy, but had spent the particular evening with British officers in convivial fashion. The Admiral describes the telegram as absurd, and he has communicated an official denial of the statement through his Flag-Captain to Major-General, K. B. temporarily in command of the troops in Ceylon; and His Excellency intended to make a similar denial to His Excellency the Governor, when he met him.

It now remains for Reuters' Telegram Co. to make a statement on the matter.

TO LET

OFFICE, Airy and Commodious, No. 3, QUEEN'S BUILDING, 3rd FLOOR. Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [187]

TO LET

HOUSES at Nos. 2, 3 and 4, CHIOO TERRACE, off Upper Peel Street. Each house with Five Rooms and good Servants' Quarters. Rent Moderate. Apply—
COMPRADORE,
Hongkong and Shanghai Banking Corporation.
Hongkong, 31st January, 1903. [387]

TO LET

FROM April 1st, the GROUND FLOOR and the TOP FLOOR of No. 41, Des Vaux Road Central. Apply to—
C. S. L.,
Care of 81, Queen's Road Central.
Hongkong, 16th March, 1903. [184]

TO LET

"WESTBOURNE VILLA," North BONHAM ROAD, "THE EYRIE" PEAK FURNISHED. No. 1, CAMERON VILLAS, MOUNT KELLY. Nos. 3, 11, 15 & 18, BELILIOS TERRACE. "BISNIE VILLA," KOWLOON ROAD, Land on sea front. Kowloon Road, No. 5, and admirably suited for the storage of coal. For terms and particulars, apply to—
LINDSEY & DAVIS.
Hongkong, 2nd April, 1903. [104]

TO LET

OFFICES at 6, QUEEN'S ROAD CENTRAL. Apply to—
G. GIRAULT,
Hongkong, 3rd January, 1902. [72]

TO LET

FIRST FLOOR of No. 14, BEACONS-FIELD ARCADE, Queen's Road Central. From 1st April. Suitable for an Office. For further Particulars, apply to—
H. YEREA'S STUDIO.
Hongkong, 10th March, 1903. [787]

TO LET

GODOWNS to LET.

PRAYA EAST Spacious Two-storied and Single-storied Godowns. Suitable for Yarn or Coal. Also Land for Coal storage. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st March, 1903. [11062]

TO LET

"HARTLEY" STONY BROOKS, and "INGLEWOOD," BRIGHTON ROAD. Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [160]

TO LET

"THE RETREAT," MOUNT KELLY. FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 1, RYON TERRACE. GODOWNS at BOWINGTON (PRAYA EAST). HOUSES in LEIGHTON HILL ROAD. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st January, 1903. [71]

TO LET

TWO SPACIOUS GODOWNS—Nos. 85 and 86, PRAYA EAST. Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET

NO. 2, MACDONNELL ROAD. No. 12, CASTLE ROAD. No. 74, CAINE ROAD (formerly No. 40). Nos. 7, 9 and 11, SEYMOUR ROAD. 1st FLOOR of No. 49, PEEL STREET. GODOWN No. 324, PRAYA EAST. Apply to—
COMPRADORE'S DEPARTMENT.
Nippon Yusen Kaisha.
Hongkong, 4th March, 1903. [344]

TO LET

FURNISHED completely, with possession from 1st May, semi-detached SIX-ROOMED HOUSE, No. 2, GOMES VILLAS, Des Vaux Road, Kowloon. Cool and breezy. Facing Kowloon Bay. May be inspected by appointment. Address—
C. E.,
Care of Daily Press Office.
Hongkong, 25th March, 1903. [388]

TO LET

BOARD AND RESIDENCE. Apply to—
S. SELBORNE VILLAS,
Kennedy Road.
Hongkong, 14th February, 1903. [52]

TO LET

MRS. GILLANDERS, "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th March, 1903. [815]

TO LET

PRIVATE BOARD AND RESIDENCE NOS. 12 and 14, QUEEN'S ROAD CENTRAL. Entrance by Zetland Street. Hongkong, 3rd March, 1903. [700]

TO LET

"TANG YUEN." BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisine and Accommodation. Apply—
MANAGERESS,
Macdonnell Road.
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

TO LET

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Padder's Hill. Hongkong, 1st January, 1892.

TO LET

TO BE LET OR SOLD. THE BUNGALOW on MOUNT KELLY known as "THE SUMMER HOUSE." For Particulars, apply to—
J. Y. V. VERNON.
Hongkong, 24th March, 1903. [354]

TO LET

TO LET OR FOR SALE. "EXCELSIOR," No. 10, SAN LOURENCO, Macao. From 1st April. ext. Apply to—
DR. G. P. JORDAN,
2, Connaught Buildings.
Hongkong, 3rd March, 1903. [683]

TO LET

NOS. 10, 12 and 14, LEIGHTON HILL ROAD. For Particulars, please apply to
MR. LI PAK,
Care of Compradore,
Nippon Yusen Kaisha,
1st Floor No. 1, Prince's Buildings, Chester Rd.
Hongkong, 5th December, 1902. [183]

TO LET

NOS. 1 & 3, "MAGDALEN TERRACE," Corner houses, MAGDALEN GAP. Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET

SPACIOUS NEW HOUSES and FLATS, Connaught Road, Des Vaux Road and Pottinger Street. Close to Blakes Pier. Specially suitable for Offices, Stores, &c. Rents very moderate. Apply to—
S. A. SETH,
Dairy Farm Co.,
or
KWONG SUN TAI,
34, Wing Lok Street.
Hongkong, 27th November, 1902. [80]

TO LET

NO. 33, CAINE ROAD. Available from 1st March. "COOMBE" MAGAZINE GAP. Available from 1st April. Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET

12, ARBUTHNOT ROAD. SIX-ROOMED HOUSE. Apply to—
E. A. DE CARVALHO,
C. F. DE CARVALHO.
Hongkong, 19th March, 1903. [894]

TO LET

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR. Hongkong, 21st March, 1903. [924]

THE HONGKONG AND KOWLOON WHARF and GODOWN CO., LD.

NOTICE. DURING my temporary absence from the Colony, Mr. B. J. MACGOWAN will act as SECRETARY of the above Company. By Order of the Board of Directors, EDWARD OSBORNE, Secretary. Hongkong, 28th March, 1903. [891]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE. DURING my temporary absence from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company. By Order of the Board of Directors, EDWARD OSBORNE, Secretary. Hongkong, 28th March, 1903. [892]

NOTICE. DURING my absence from the Colony until further notice, Mr. DONALD MACDONALD, Engineer Surveyor, for Veritas will conduct the business of the Bureau Veritas in Hongkong from the 1st of April. G. O. ANDERSON, Surveyor for Veritas. Hongkong, 31st March, 1903. [1001]

NOTICE. MR. JOSE MIGUEL ALVES has this day been admitted a PARTNER in our Firm. L. M. ALVARES & CO. Hongkong, 1st April, 1903. [1026]

NOTICE. WE have authorised Mr. C. I. ELLIS to Sign our Firm, and Mr. ALBERT RAYMOND to Sign same Per Procuration from this date. S. J. DAVID & CO. Hongkong, 1st April, 1903. [1027]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of the Members of the above Club will be held in the CITY HALL, on WEDNESDAY, the 15th APRIL, at 8 O'CLOCK P.M. By Order, J. GRANT, Secretary. Hongkong, 31st March, 1903. [1000]

THE AMERICAN SYSTEM OF DENTISTRY. DR. M. H. CHAUN, 27, Des Vaux Road Central, Hongkong. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [796]

WINCHESTER CARABINES. 12 SHOT REPEATING. CALIBRE 44. Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers. ALSO CARTRIDGES IN STOCK. LUTGENS, EINSTMANN & CO., 14, Des Vaux Road. [274]

SCIENTIFIC MISCELLANY.

PEARL FARMING—INTERESTING INFECTION FROM WADING—LUBRICATION V. BALL-BEARINGS—SALT A REMEDY FOR OLD AGE—FLOWING OF ROSES—A CATARACT PRODUCING DRUG—TIN-SAVING—TYPHOID ANTITOXIN—EARLY BALLBOONING—GLACIER SOUNDING.

The artificial production of pearls in large quantities is a simple problem, in the view of Dr. H. Lyster Jameson. One cause of pearl formation proves to be a worm which has its origin in the cockle or tapestry-shell, from which the larvae pass to the mussel, and may be eaten with the latter by the eider or scoter, reaching maturity in the intestines of these birds. If the larvae remain in the mussel long enough, pearls are formed. With full knowledge of the life-histories of these parasites, it is believed that pearl-oysters or pearl-mussels may be infected to any desired extent by placing them in infected company, and the infected molluscs can then be left to themselves in suitable beds until the pearls are sufficiently developed.

Two parasitic worms, bilharzia and ankylostomum, work terrible havoc among natives of Egypt. How these parasites reach the intestines has been a matter of much speculation, but Prof. Looss, accidentally infecting himself with ankylostomiasis by allowing a drop of water to rest on his hand, has been able to prove that the larva of one species at least enters the body through the skin. As the same is doubtless true of bilharzia, simple wading in the infected Nile explains the prevalence of two dread diseases.

A test of the friction of ball bearings of different sizes at different speeds has shown that at high speeds such bearings fail completely. For ordinary pressures and speeds their value seems to have been over-estimated, as they give but little less loss by friction than well polished and thoroughly oiled bearings of ordinary kind.

Of the world's rainfall, three-fourths, it is estimated, is supplied by vapor from the Pacific and Indian Oceans.

Arteriosclerosis, a hardening of the arteries through the deposit of phosphate of lime, is a common, if not universal, ill of persons who have passed middle life. In extreme cases the smaller blood vessels become closed, resulting in local ulceration and death, and in other cases the sluggish flow of blood causes anæmia and attendant evils, while the extra work put upon the heart leads to enlargement of that organ. Dr. Trunczek, a European physician, has been led to conclude that the lime deposit is due to diminishing salt in the arteries. The phosphate of lime is insoluble in distilled water but is readily dissolved in a solution of chloride of sodium, and Dr. Trunczek proposes to treat the stiffness and other troubles of old age by injections of an inorganic serum consisting of blood-serum dissolved in distilled water in ten times their normal proportion. Trial of this serum is reported by P. Goggia, a French writer, to have shown favorable action on all symptoms, though without softening hardened arteries.

The collapse of a bog from over-growth is a rather surprising and very dramatic phenomenon. The thirty or forty feet of depth of a large peat-bog, states R. Lloyd Praeger, is made up of a fairly firm surface deposit of intertwined plants and a quite dense bottom layer of decomposed matter, with a layer of thin mud between the two. A heavy rainfall or obstructed drainage may dilute the mud and swell the bog to the bursting point. Near Killarney, on Dec. 28, 1896, a large bog, 750 feet above sea-level, became ruptured along a turf cutting, and poured down the valley to Lake Killarney, 18 miles away, killing eight persons and destroying much arable land. The flow continued intermittently for five days.

Increasing attention is being given to drugs that injure the sight. A recent German case is reported in which large doses of naphthalin and castor oil for enteritis were followed by pain in the abdomen and rapid failure of vision. The patient became barely able to count one's fingers five feet away. Small white spots were seen on the crystalline lens, and remained after the restoration of general health.

A new process for recovering the great quantities of tin lost in the tinmed iron waste, has been patented in Sweden. The material is placed in a vessel of iron or other stronger electro-positive metal than tin, and this receptacle is filled with caustic alkali, a depolariser—such as copper oxide—being also provided. An electric current is set up, the tin at the same separating as alkali stannate. When the alkali has become saturated with stannate, a current of carbonic acid is injected into the solution, causing the tin to separate as

stannic hydrate. This is treated with acid, and metallic tin is finally obtained from the resulting solution by electrolysis.

Little or no toxin being produced in artificial cultivation of the typhoid bacillus, all attempts hitherto to obtain a typhoid antitoxin have been failures. By growing the typhoid bacillus in a special culture medium from spleen and bone marrow, Chantemesse now claims to have obtained a toxin with which he has been able to immunise horses and to prepare a typhoid antitoxin. With the latter 179 cases were treated, the mortality being but 3.7 per cent, while in 1192 cases treated in the usual way at the same time the mortality was 19.3 per cent.

Balloons were used millions of years before man invented them, says Dr. Dallinger. Late studies have shown that the long glistening threads of gossamer seen in fields on early autumn days are due to spiderlings, whose first silk is woven into balloon baskets in which they float away. They cut or extend the thread's trailing from these balloons as the pressure of the atmosphere may dictate.

A hole through a glacier has been bored at last by Prof. Blomko and Hess, Bavarian students of these ice rivers. With a hand-boring machine and a special arrangement for washing out ice fragments, the Hintereis glacier in the Otztal Alps was found to have a thickness of 502 feet.

UNCLAIMED TREASURES.

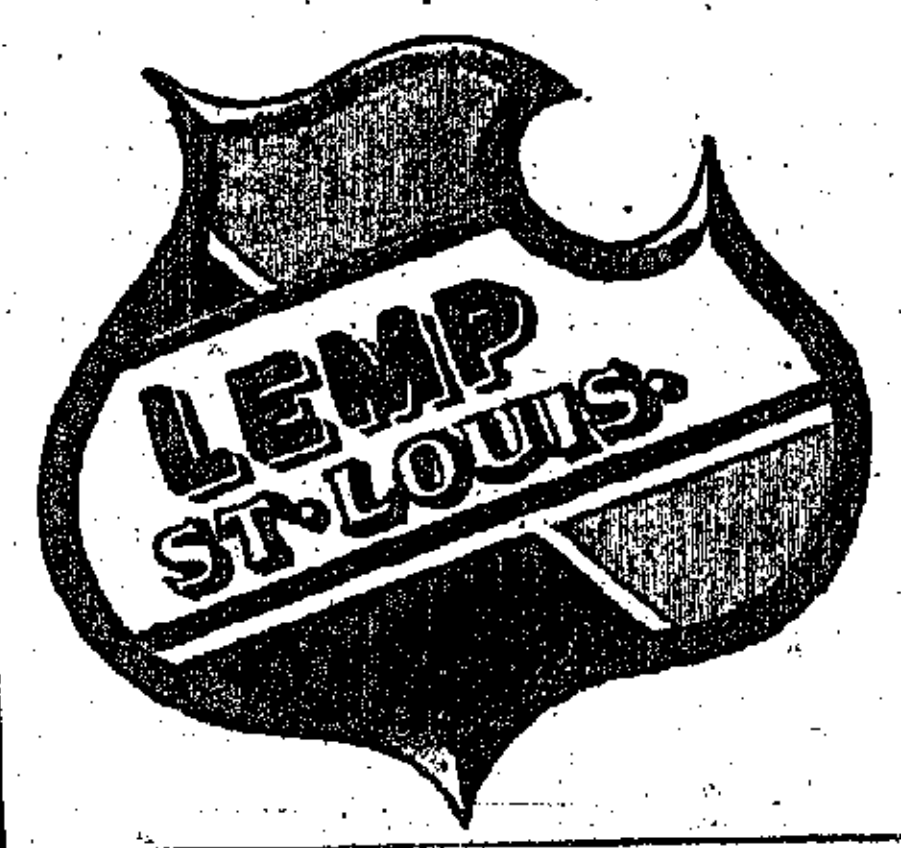
There is no lack of treasures in the world; the trouble is that they are all claimed; or if indeed there be any unclaimed (and surely there must be some such), they are so difficult to find that for the rank and file of mankind they might as well be among the claimed treasures, or not exist at all. That was a delightful complaint which Charles Reade paid to old maid when he called them "lost and found" treasures. Because a thing is unclaimed or rejected by so many implies its worthlessness. A goodly proportion of the masterpieces of literature have been rejected by publishers. Thackeray's incomparable *Vanity Fair* among the number. The only positive proof of anything being a treasure is its having stood the time test. For thousands of years, gold has everywhere been regarded as valuable, and people never seemed less inclined to go back on that opinion than they do to-day. For thirty-four years Mother Seigel's Curative Syrup has been the most popular medicine. Not a year passes without a large extension of its sales, nor a day without voluntary testimony as to its power for good. It is a treasure, but by no means an unclaimed one. On the contrary, it is claimed as the family medicine in six hundred thousand (600,000) British homes. There is no matter for wonder in these figures, great as they are when the benefit which it confers is more often than not fully as great as that described in the following legally sworn declaration:—

"I, John Boddy Mintoft, of Nannington, in the county of Yorkshire, do solemnly and sincerely declare as follows:—
"That in spite of skilled medical aid I was for many years a martyr to indigestion and a strangely disordered stomach, and that had it not been for Mother Seigel's Curative Syrup I doubt whether I should be alive to-day. For a year or two before I broke down, I never knew what it was to have a day's good health. I was always ailing. The least exertion tired me, and I felt drowsy, despondent, and miserable. Ordinarily, I had a very good appetite, but just then my food began to disagree with me, and I felt uncomfortable after it. There was a fullness and distension of the stomach that seemed to affect the heart. My breath was very short. Finally, pain settled in the chest and under the left shoulder. I ought to have attended to it at once, but unfortunately neglected to do so, consequently the disease developed. I had always an unpleasant taste in the mouth, and my tongue was dry and parched. My appetite, hitherto good, was now very poor, and after forcing myself to eat I often had violent pains in the stomach, and used to break out into a cold perspiration, feeling so chilled that I shivered from head to foot. My condition becoming so serious, I consulted a doctor; but in spite of all he did for me I grew worse, and at the end of six weeks was advised to go into a hospital, half of the first bottle. I must have puzzled the doctors for, after detaining me eleven weeks, they sent me away cured. Then began the most painful period of my illness. When I got home my mother was shocked at my appearance. She has since said that she believed I had come home to die. I was troubled with obstinate constipation, my sleep was broken, and when I lay awake it seemed as if the bed were sinking under me. Night sweats robbed me of the little strength I had left, and I was soon so weak that I could scarcely walk across the room. To go up-stairs, I had to crawl on my hands and knees, and it was only with the greatest difficulty that I got down to the sofa again next day. Thus I was for three years a confirmed invalid. Meanwhile, I had seen a specialist whose treatment seemed to do me good at first; but in the end I found myself as bad as ever. Almost in despair, and as a last resource I tried Mother Seigel's Curative Syrup. Ah, if only I had tried it before! I began to mend as soon as I had taken half of the first bottle. My appetite improved, slightly it is true, but what I ate agreed with me. The night sweats ceased, and gradually strength returned, so that by the aid of a walking stick I could get about. My convalescence was a long one, but by persevering with the Syrup, all the bad symptoms left me, and I was able to resume my work again. My present employment is a very arduous one, compelling me to expose myself to all kinds of weather; still, I feel none the worse for it. Believing that it may benefit some other sufferer, I regard it as my duty to make these facts known. And I make this solemn declaration conscientiously believing the same to be true. By virtue of the Statutory Declaration Act of 1835 (William IV. c. 62), Declared at Malton, in the county of Yorkshire, the 6th of May, 1902, by John Boddy Mintoft, before Arthur L. C. Russell, a Commissioner for Oaths."

Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpieces and a handsome curved Cigarette Case which fits the pocket.

TO BE OBTAINED OF MESSRS. KRUSE & CO.

MANUFACTURED BY
THE AMERICAN TOBACCO CO.
BRANCH
BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.



JUST LANDED.
CELEBRATED
"AMERICAN BEER"
"LEMP"
G. GIRAULT, AGENT.

When Your Joints Are Stiff

and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. USE
Painkiller

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIBERS are hereby notified that all Telephone Rentals and other subscriptions as at present payable to this Company, will be increased by 25 per cent. as from the first day of July, 1903.
W. STUART HARRISON, Manager.
Hongkong, 2nd April, 1903. [1043]

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

SHIPPING.

ARRIVALS.

April 1. PROTEUS, Norwegian str., 1,023. Moller, Manila 28th Mar., Ballast.—EAST ASIATIC TRADING CO.
 April 1. SERRA, German str., 2,377. Demat, Hamburg via Ports 12th Feb. General.—HAMBURG-AMERICA LINE.
 April 2. AMIGO, German str., from Canton.
 April 2. FAUSANO, British str., from Canton.
 April 2. KAMAKURA MARU, Japanese str., 2,796. H. Peterson, Shanghai 30th March, General.—NIPPON YUSEN KAISHA.
 April 2. KYOTO MARU, Japanese str., 2,644. H. Peterson, Moji 27th March, Coal.—MITSUBI BUSHEN KAISHA.
 April 2. LOONOSANG, British str., 1,622. Weigall, Manila 30th March, General.—JARDINE, MATHESON & CO.
 April 2. PRONTO, Norwegian str., 837. Seeberg, Newchwang 25th March, General.—SANDER, WISE & CO.
 April 2. TAILER, German str., 769. P. Michelsen, Saigon 28th March, Rice.—MAY & CO.
 April 2. TYN, Norwegian str., from Canton.
 April 2. WINELAND, Danish str., 966. Dago, Saigon 29th March, Rice.—EAST ASIATIC TRADING CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

2nd April.
 Alford, British str., for Moji.
 Daiya Maru, Japanese str., for Moji.
 Hangang, British str., for Canton.
 Kwangshah, Chinese str., for Shanghai.
 Kwongshang, British str., for Shanghai.
 Nippon, Austrian str., for Trieste.
 Thales, British str., for Swatow.
 TONKIN, French str., for Shanghai.

DEPARTURES.

2nd April.
 ATHOLL, British str., for San Francisco.
 BLUENHIS, British str., for Japan.
 DAIYA MARU, Japanese str., for Moji.
 HANGANG, British str., for Canton.
 KWANGSHAH, Chinese str., for Shanghai.
 KWONGSHANG, British str., for Shanghai.
 NIPPON, Austrian str., for Trieste.
 THALES, British str., for Swatow.
 TONKIN, French str., for Shanghai.

VESSELS IN DOCK.

2nd April.
 ABERDEEN DOCKS.—Proteus, Lena.
 Kowloon Dock.—Kishan, Compania de Filipinas, Sherman, Isla de Cuba, Zofra, U.S.S. Helena, Haiman, Montanet, H.G.M.S. Jaguar, Hermes.
 COSMOPOLITAN DOCK.—Kwangang.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 4th April, at 4 P.M.
 This steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 31st March, 1903. 11004

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG."

Captain Gibson, will be despatched for the above ports TO-MORROW, the 4th inst., at 5 P.M.
 For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.
 Hongkong, 1st April, 1903. 10141

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Buller, will be despatched as above on TUESDAY, the 7th inst., at Noon.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 1st April, 1903. 10125

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA."

Captain Nègre, will be despatched for the above ports on or about TUESDAY, the 7th April.
 For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
 Hongkong, 31st March, 1903. 10122

FOR SINGAPORE, RANGOON AND MOULMAIN.

THE N.D.L. Steamship

"FREIBURG."

Captain Prosch, will be despatched for the above ports on WEDNESDAY, the 8th inst., at DAYLIGHT.
 For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
 Hongkong, 2nd April, 1903. 10142

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on THURSDAY, the 9th inst., at Noon.
 This well-known steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
 The steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 Return Tickets interchangeable with China and Manila S.S. Co., Ltd.
 N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Passage, apply to GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 1st April, 1903. 10135

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DUTT, SOYET, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship "SYDNEY," Captain Blane, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 6th April. Specie and Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th March, 1903. 1012

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR DALNY, PORT ARTHUR AND VLADIVOSTOK.

THE "KITAT."

Captain Backanoff, will be ready to load here on TUESDAY, the 7th April, for the above ports, and will have quick despatch.
 For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 28th March, 1903. 10129

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched as above on THURSDAY, the 9th April, at Noon.
 This well-known steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
 The steamer is installed throughout with the electric light.

A Stewardess and a duly qualified surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th March, 1903. 10129

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 11th April, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 31st March, 1903. 10121

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"RECHMOND CASTLE" About 20th April.
 "ARIDIC" " " 30th April.
 "SAGAMI" " " 15th May.
 For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 25th March, 1903. 10142

"SHIRE" LINE OF STEAMERS.

STEAMSHIP SERVICE TO NEW YORK via PORTS AND SUEZ CANAL.

(With liberty to call at the PHILIPPINE PORTS).

THE First-class steamer

"PEMBROKESHIRE"

will be despatched on or about FRIDAY, the 15th May.
 For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th March, 1903. 10136

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. Austin R.N.

DAILY Departures from Hongkong to Macao at 8 A.M. from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.
 2nd Class, \$1.50; return ticket, \$2.50.
 3rd Class, \$1.
 Steerage, \$0.50.
 Superior cabin accommodation.
 Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 25th February, 1903. 10149

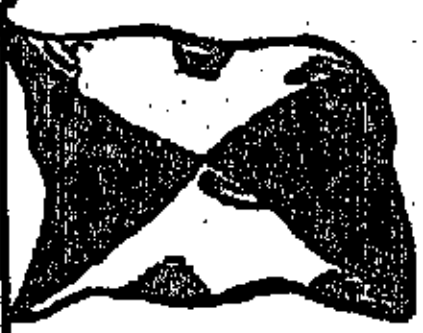
NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 4th Apr. at DAYLIGHT.
TOKA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 7th Apr. at 4 P.M.
IOZUMI MARU	BOMBAY, via SINGAPORE and COLOMBO.	WEDNESDAY, 8th Apr. at 4 P.M.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA.	FRIDAY, 17th Apr. at NOON.
KINSHU MARU	KOBE.	FRIDAY, 17th Apr. at 4 P.M.
INARA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 18th Apr. at DAYLIGHT.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 21st Apr. at NOON.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 21st Apr. at 4 P.M.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA.	WEDNESDAY, 22nd Apr. at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.
 A. S. MIHARA, Manager. 10129



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila Direct.	Sat., 4th Apr., 10 A.M.
PERLA	1980	J. McGinty	Manila via Amoy.	Tues. 7th Apr., 3 P.M.
RUBI	2540	E. W. Almond	Manila Direct.	Sat., 11th Apr., 10 A.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. 10127

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS.	LEAVING
TAMSUI, via SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 5th April.
TAMSUI, via SWATOW AND AMOY	"DAIKIN MARU"	SUNDAY, 12th April.
FOOCHOW, via SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 8th April.
ANPING, via SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 15th April.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
 All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
 Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 2nd April, 1903. T. ARIMA, Manager. 1015

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY 15th April
KIAUSCHOU	WEDNESDAY 22nd April
BAIERN	WEDNESDAY 29th April
ZIETEN	WEDNESDAY 6th May
STUTTGART	THURSDAY 11th June
HOON	THURSDAY 25th June
PREUSSEN	THURSDAY 9th July
HAMBURG	THURSDAY 23rd July
PRINZ HEINRICH	THURSDAY 6th August

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 15th day of April, 1903, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain Franke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 13th April, and Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th April, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 14th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 2nd April, 1903. 1015

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA	Noon, 3rd April	Freight only.
SHANGHAI and TAKU	SHANGHAI	About 8th April	Freight or Passage.
SHANGHAI	CORONADO	About 10th April	Freight or Passage.
LONDON &c.	CHUSAN	Noon, 11th April	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY	CHUSAN	About 12th April	Freight only.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 2nd April, 1903. 10121

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
OLYMPIA	J. Truebridge	2,537	April 8th
TACOMA	A. Dixon	2,537	April 17th
SHAWMUT	W. M. Smith	2,537	May 21st
PLEIADES	F. G. Furlington	2,753	May 31st

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

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CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

HAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY	3rd June
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY	24th June
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY	15th July
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY	22nd July
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY	5th Aug.
R.M.S. "ATHENIAN"	3,382 Tons	WEDNESDAY	12th Aug.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY	26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" (14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and making connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY.

which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 3, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent

